

**Oversight Plan for the 109<sup>th</sup> Congress**  
**Committee on Transportation and Infrastructure**  
**February 16, 2005**

**Full Committee Oversight**

The oversight and investigation functions of the Committee on Transportation and Infrastructure are vested at the Full Committee level. Oversight and investigation activities will be coordinated between the Full Committee and the Subcommittees.

This structure will facilitate oversight on topics that cut across the jurisdiction of several Subcommittees as well as provide assistance to the Subcommittees. In addition, it enables the Committee to address emerging issues and technologies that do not have a clear status in any given subcommittee. For example, transportation congestion improvement through streamlining project approvals while preventing environmental degradation is a subject that cuts across the jurisdiction of several Subcommittees. Road, rail, sea, and air transportation are all experiencing congestion and gridlock. A coordinated oversight agenda can facilitate defining the causes and fashioning multi-modal solutions and reforms to relieve congestion problems. In addition, the emerging role of satellites as a fundamental part of the transportation infrastructure affects all modes of travel.

The Full Committee's oversight efforts will undertake to eliminate waste or fraud and improve the operation of government agencies under the jurisdiction of the Committee. This structure will also initiate reviews of laws, programs, and policies within the Committee's jurisdiction as required by the Rules of the House of Representatives. During the course of conducting oversight and investigation activities the Committee will continue to utilize the Government Accountability Office (GAO) and the various Inspectors General within the agencies and departments under its jurisdiction.

**Full Committee** oversight and investigation issues include:

- 1. Satellite Utilization.** In the 108<sup>th</sup> Congress the Committee initiated an assessment of existing satellite infrastructure and utilization as it relates to the Transportation and Infrastructure Committee's responsibilities throughout the country, including an inventory of U.S. satellites, both government and private/commercial. That evaluation disclosed a number of critical relationships between satellites and transportation policies. It highlighted the fact that the Department of Transportation is the lead Federal agency in guiding the civilian policy on Global Positioning Satellites (GPS) and noted that there are decisions in play during this Congress that will affect navigation, positioning, and timing policies over the next two decades. Areas of responsibility within the Committee on Transportation and Infrastructure uniquely affected by satellite utilization include: navigation, positioning, and timing services used by the public and every mode of the transportation industry; tracking

cargo on an intermodal basis for security and safety; providing communications for the traveling public on common carriers and real-time links for air carriers, ships, rail, and highway based transportation; management of the national airspace; and development of the navigation infrastructure.

2. **Department of Homeland Security (DHS) Integration with Transportation Community.** The Committee will review how well agencies, under the Committee's jurisdiction, and others within DHS, are integrating with the transportation industry to ensure that security methods are chosen that not only increase the safety of the traveling public but also make the most sense in terms of practical daily routines needed to maintain a robust travel sector.
3. **Maintaining Continued Attention for Non-Security Organizational Objectives.** The Committee recognizes that DHS is composed of agencies and organizations that were selected because of their common homeland security objectives. However, many of these entities, including Coast Guard and Federal Emergency Management Agency (FEMA) for which the Committee has jurisdiction, have missions that include important objectives other than homeland security. The Committee is interested in ensuring that these objectives, such as the Coast Guard's search and rescue, will not be overlooked or disregarded at DHS as it focuses on its primary mission of homeland security. Accordingly, we will continue oversight of DHS plans and actions to date as well as their future plans.
4. **Innovative transportation technologies.** As the 21<sup>st</sup> Century gets underway there are a variety of new transportation technologies which promise to provide safer, cheaper, faster, and more reliable methods of moving people and resources from one location to another. As part of the effort to anticipate and provide for future needs, the Committee will monitor and assess those technologies and the transportation policy implications.
5. **Transportation Safety, Security, and Economic Vitality Oversight.** Throughout this Congress, new and ongoing issues will continue to arise. The Committee will continue to oversee issues that relate to the safety, security, and vitality of the transportation industry, the traveling public, and the agencies under the Committee's jurisdiction.

#### **Subcommittee on Aviation**

1. **Funding of the Federal Aviation Administration (FAA).** The current FAA reauthorization requires that the General Fund only contribute that portion of the Operations budget not covered by the Aviation Trust Fund. On average, the General Fund pays for a large portion of the Operations budget (from around 25 to 50 percent). Given the current budget deficit, expected minimal increases in domestic spending, and the fact that Trust Fund collections have dropped due to declining ticket tax revenues, the Subcommittee will hold oversight hearings to determine the effects on the Trust Fund, and FAA activities.

2. **Safety Programs.** The Subcommittee has held several safety hearings and will continue its oversight in the new Congress. Issues to be addressed include aircraft maintenance and vigorous FAA oversight of that maintenance, with a particular focus on the FAA's Air Transportation Oversight System (ATOS) effort.
3. **Security Programs.** Congress passed the Intelligence Reform and Terrorism Prevention Act of 2004 to implement the recommendations of the 9/11 Commission. This comprehensive legislation also included aviation security provisions, such as pilot licensing, biometrics technology for airport access control, screening technology at airport passenger check points and checked baggage systems, and missile defense systems for civil aircraft. The Subcommittee will continue its oversight responsibility of programs administered by the Department of Homeland Security and the Transportation Security Administration (TSA) on such matters that directly affect the civil aviation system.
4. **FAA Organization.** After almost a decade of Congressional efforts designed to improve performance and reduce costs, the FAA reorganized to create a new performance-based organization within the agency to provide air traffic control services, the Air Traffic Organization (ATO). The ATO began operations in March 2004. Oversight of this organization is planned and additional reforms may be considered.
5. **Evaluation of FAA's Facilities and Equipment Program.** Since the early 1980's, the FAA has made efforts to modernize the computers, radars, and navigation systems that make up the air traffic control system. This effort has been behind schedule and over budget. The Committee will examine the FAA's air traffic control facilities and equipment program known as the Capital Investment Plan, with a focus on air traffic control modernization, the Global Positioning System (GPS), Standard Terminal Automation Replacement System (STARS), Oceanic modernization, and free flight.

#### **Subcommittee on Coast Guard and Maritime Transportation**

1. **Maritime Transportation Security.** The Maritime Transportation Security Act of 2002 (P. L. 107-295) and the Coast Guard and Maritime Transportation Act of 2004 (P. L. 108-293) established numerous measures to enhance the security of the U.S. Maritime Transportation System. The Subcommittee plans to continue oversight over the Coast Guard's efforts to improve security in U.S. ports and waterways and aboard vessels transiting in U.S. waters. The Subcommittee will oversee the implementation of measures to enhance port security and will continue to examine the current port security and vessel security programs to determine if there are areas that remain to be addressed. The Subcommittee also plans to investigate international efforts to implement a comprehensive maritime security framework through the International Maritime Organization.

2. **Maritime Domain Awareness.** The Coast Guard has spearheaded an interagency effort to enhance awareness of activities that occur within the maritime domain. Maritime domain awareness has been defined as the effective knowledge of all activities associated with the global maritime environment that could impact the security, safety, economy, or environment of the United States. The Maritime Transportation Security Act of 2002 and the Coast Guard and Maritime Transportation Act of 2004 require the Coast Guard to develop an Automatic Identification System and long-range vessel tracking systems to enhance vessel identification and tracking capabilities in coastal waters and on the high seas. The Subcommittee plans to oversee the development and expansion of these systems as well as other measures to improve overall maritime domain awareness.
3. **Cargo Security.** The Subcommittee will oversee and investigate the Coast Guard's and the Department of Homeland Security's efforts to secure maritime cargo containers both at U.S. ports and abroad. The Subcommittee will also investigate the efforts being made in major international and domestic ports to screen maritime cargo containers for biological, chemical, nuclear, radiological and explosive materials. Additional legislation to improve cargo screening may be considered.
4. **Effects of Security Regulations and the Growth in Trade on the Flow of Maritime Commerce.** The Subcommittee will investigate the effects that growth in U.S. international waterborne trade and regulations to enhance vessel, waterway and port security have had on the flow of maritime commerce in and out of U.S. ports.
5. **Programmatic Changes to the Integrated Deepwater System program.** The Coast Guard is entering the third year of the Service's multi-year asset recapitalization program, the Integrated Deepwater System (Deepwater) program. The Department of Homeland Security Appropriations Act, 2005 (P. L. 108-334), requires the Coast Guard to submit to Congress a new baseline for Deepwater that reflects the programmatic adjustments and revised acquisition timelines necessary to meet the Service's increased homeland security responsibilities after September 11<sup>th</sup>. The Subcommittee will hold oversight hearings to review the revised baseline, to investigate the capabilities of assets procured under the Deepwater program to carry out the Service's many and varied homeland security and traditional missions, and to compare the capacities of the new assets with the capabilities of existing legacy assets. The Subcommittee will also continue to investigate benefits associated with the acceleration of asset procurements under the Deepwater program.
6. **Status of Coast Guard Legacy Assets.** The Deepwater program is designed to replace or refit existing Coast Guard vessels and aircraft over a 20-year schedule. However, the Coast Guard will continue to rely on its legacy fleet of vessels and aircraft until these new assets are procured under the Deepwater program. Recent reports by GAO and other sources have raised serious concerns about the safety and

reliability of Coast Guard assets and have outlined the increasing repair and maintenance costs that are necessary to operate these legacy assets. The Subcommittee is extremely concerned about the safety of Coast Guardsmen who serve aboard these vessels and aircraft as well as the Coast Guard's ability to successfully carry out its many missions aboard these assets. The Subcommittee will continue to hold hearings to investigate the status of the Coast Guard's legacy assets and the possibility of accelerating the procurement of replacement assets under the Deepwater program.

7. **Maintenance of the Coast Guard as a Distinct Entity within the Department of Homeland Security.** Section 888 of the Homeland Security Act transferred the Coast Guard from the Department of Transportation to the newly created Department of Homeland Security. The section also requires that the Coast Guard be maintained as a distinct entity within the new Department and that all functions and authorities of the Service should remain intact without significant reduction. The Subcommittee will continue to monitor the Coast Guard's operations within the Department of Homeland Security and will review the effects that placement within the Department has on the Coast Guard's ability to carry out the Service's homeland security and non-homeland security missions.
8. **Coast Guard Research, Development, Test and Evaluation.** Funding for the Coast Guard's Research, Development, Test and Evaluation (RDT&E) program supports the development of techniques, methods, equipment, and systems that enhance the Service's operational capabilities. The Coast Guard has identified several key areas of concentration including research programs that will enhance maritime safety, maritime mobility, marine environmental protection, and maritime domain awareness. Many of these research programs support the development of strategies and resources aimed to improve the Service's ability to perform its traditional missions of search and rescue, drug and migrant interdiction, marine environmental protection, ice operations and aids to navigation. The Subcommittee will continue to closely oversee the RDT&E program to ensure that the program remains under the Coast Guard's control and will closely monitor the scope of the research program to make certain that the program continues to include traditional missions.
9. **The Coast Guard's Traditional Missions.** The Coast Guard is a unique government entity that is both a uniformed military service and a Federal agency with regulation and enforcement responsibilities. The Subcommittee will continue to oversee the Coast Guard's traditional missions that include search and rescue, the protection of marine safety, the maintenance and establishment of aids to navigation, icebreaking operations, fisheries law enforcement, marine environmental protection, and drug and migrant interdiction to ensure that the Service maintains its capabilities to carry out its many and varied missions in addition to increasing homeland security responsibilities.

10. **Mission Balance.** After the events of September 11<sup>th</sup>, the Coast Guard was identified as the lead Federal agency with responsibilities over maritime homeland security. The Coast Guard has incorporated these increased responsibilities with the many traditional missions that the Service continues to carry out each day. The Subcommittee remains concerned, however, about the balance between the Coast Guard's homeland security and traditional missions. The Subcommittee will continue to oversee the Coast Guard's mission performance to determine if the Service has the resources necessary to both protect homeland security and carry out its important traditional missions in U.S. waters.
11. **Introduction of Aquatic Invasive Species via Ballast Water.** The Subcommittee will monitor the Coast Guard's implementation and enforcement of regulations that require all vessels carrying ballast water to undergo ballast water exchange on the high seas before entering U.S. waters from points beyond the Exclusive Economic Zone. The Subcommittee will also investigate the Coast Guard's Shipboard Technology Evaluation Program (STEP) to demonstrate and evaluate emerging ballast water treatment technologies aboard vessels. The Subcommittee will monitor international attempts to require ballast water management under the International Convention for the Control and Management of Ships' Ballast Water and Sediments. The Subcommittee will examine existing statutes related to the introduction of invasive species via ballast water and may consider legislation to require improved ballast water management over the next decade.
12. **National Distress and Response System Modernization Project (Rescue 21).** The Coast Guard is in the process of modernizing the National Distress and Response System which provided two-way voice communication coverage in coastal areas and along navigable waterways. The modernized system, Rescue 21, will expand the area covered by this system and will increase the Coast Guard's capabilities to monitor distress calls and communicate with recreational and commercial vessels in distress. The modernization project was scheduled to be completed in fiscal year 2006; however, progress has been slow and funding for the system has been withheld in recent appropriations bills. The Subcommittee will hold oversight hearings to investigate the status of two-way communications equipment development and installation and the implementation schedule for the program.
13. **Short Sea Shipping.** The Subcommittee will conduct oversight hearings on the challenges to developing a short sea shipping system in the coastwise trade of the United States.
14. **Status of the U.S.-flag Merchant Marine.** The subcommittee will conduct oversight hearings on the decline of the U.S. -flag merchant marine and options to promote this industry.

15. **Marine Law Enforcement.** The Subcommittee will conduct a hearing on Coast Guard's marine law enforcement missions including drug and migrant interdiction, and fisheries law enforcement.
16. **Recreational Boating Safety.** The Subcommittee will continue to monitor the state of recreational boating safety in the United States.
17. **Oil Pollution Act of 1990.** The Subcommittee will continue to oversee the Coast Guard's efforts to prevent and respond to oil spills under the Oil Pollution Act of 1990.
18. **Ice Operations.** The Subcommittee will continue to oversee the Coast Guard's icebreaking operations in U.S. waters and in the Arctic and Antarctic regions. The Subcommittee will work with the Coast Guard and National Science Foundation to develop options to maintain the Coast Guard's icebreaking operations in polar regions.
19. **U.S. Commission on Ocean Policy Report.** The Oceans Act of 2000 (P.L. 106-256) established the U.S. Commission on Ocean Policy and required the Commission to make recommendations to the President and Congress for a national ocean policy for the United States. The final Commission report was delivered in 2004 and the Administration has issued its response to the report. The Subcommittee will examine the areas of the report that fall under its jurisdiction and may hold hearings to investigate areas where legislation to establish national ocean policy may be appropriate.
20. **Ship Disposal.** The Maritime Administration (MARAD) is responsible for maintaining the National Defense Reserve Fleet (NDRF). The fleet consists of both the Ready Reserve Force (RRF) vessels, which can be activated within four to 30 days in case of a national need, and the non-retention vessels which are no longer operational due to severe deterioration.

MARAD currently maintains more than 140 non-retention vessels at three locations (the James River Reserve Fleet in Virginia; the Beaumont Reserve Fleet in Texas; and the Suisun Bay Reserve Fleet in California) that are in need of disposal. These vessels contain hazardous substances such as lead paint, asbestos, and solid and liquid polychlorinated biphenyls (PCBs).

MARAD has experienced a severe inability to arrange for and fund the disposal of these ships in recent years. The Administration has also acknowledged that it is unlikely to meet the September 30, 2006 statutory deadline for the disposal of all NDRF vessels not assigned to the RRF. The Subcommittee will conduct oversight efforts to find ways for MARAD to meet its obligations of disposing of these vessels.

## **Subcommittee on Economic Development, Public Buildings and Emergency Management**

- 1. GSA Broker Contracts.** On October 4, 2004, the General Services Administration (GSA) awarded four contracts as a part of its national brokerage program. Under this program, the four contractors will be responsible for providing 50 percent of GSA's lease acquisition activities nationwide and on a regional basis. The Subcommittee will continue to closely examine the program's implementation, including how GSA will address some of the systemic weaknesses in the program identified by the Subcommittee, the GSA Inspector General, and GAO. The Subcommittee will monitor how GSA continues to provide leasing services to its clients.
- 2. GSA Lease Authority Delegation.** Under Title 40 United States Code, the Administrator of General Services may delegate to other federal agencies the authority to lease space. In recent years the Committee has limited the Administrator's exercise of that delegation when authorizing lease prospectuses. The Subcommittee intends to closely review the Administrator's lease delegation practices and if necessary, consider further steps regarding its use.
- 3. Real Property Management.** Over the past several years, GSA has become increasingly interested in improving the management of its real property assets across the country through the use of enhanced property management tools. These tools include outleasing, public-private partnerships, and the sale or disposal of under-performing properties. The Subcommittee held hearings on this issue in 1999 and in 2002. Although the Congressional Budget Office has taken a position disapproving the use of these improved methods of managing federal buildings, the Subcommittee believes that any questions concerning the use of these enhanced tools can be addressed. The Subcommittee will continue to closely monitor this issue as well as consider the passage of specific legislation granting the authority for GSA to use these tools on a limited basis.
- 4. National Capital Region.** The Subcommittee will continue to meet regularly with representatives of the GSA National Capital Region to discuss a variety of ongoing projects and issues. Among these are: the use of the Old Post Office Pavilion, the development of the Southeast Federal Center, the new headquarters for the Department of Transportation, the potential development of the St. Elizabeth's Hospital Campus, Federal Office Building 8, and several other smaller development and construction projects.
- 5. Capital Investment and Leasing Program.** As part of the Committee's annual work to review and authorize GSA's requests for authority to repair, alter, construct and lease property for use by federal agencies, the Subcommittee will review each prospectus presented to the Committee and recommend approval only after the Subcommittee is satisfied that the requests are cost-effective and in the best interest of the government.



6. **Federal Protective Service.** As a part of the Homeland Security Act of 2002, the Federal Protective Service was transferred from the Public Buildings Service of GSA to the Department of Homeland Security; however, responsibility for the protection of federal buildings generally, remains with GSA. The Subcommittee will continue to monitor and review the policies, procedures, and requirements for security at public buildings, including a review of the implementation of these policies, procedures, and requirements by the Federal Protective Service.
7. **Administrative Office of the Courts (AOC).** Recently, the AOC has requested that GSA waive a significant portion of future rent payments. The rent waiver would amount to \$483 million in the first year alone. Consequently, the Subcommittee will conduct oversight of the Courts' budget as well as the Courts' ongoing efforts to find efficiencies and reduce its projected capital and operating costs. The Subcommittee will continue its review of courthouse construction. In addition, it will review the AOC's Design Guide and the five-year plan proposed by the AOC.
8. **Homeland Security Headquarters.** During the 108<sup>th</sup> Congress, Congress passed legislation that transferred the Department of the Navy's Nebraska Avenue Complex (NAC) to the General Services Administration for use as a headquarters for the Department of Homeland Security. To make this space suitable for use, GSA will have to undertake a significant modernization program of the existing facilities. The Subcommittee intends to closely monitor GSA's activities to ensure appropriate use of funds.
9. **Architect of the Capitol.** The Subcommittee will continue ongoing oversight of projects being undertaken by the Architect of the Capitol, including redevelopment of the O'Neill House Office Building site, construction of the Capitol Visitors Center, acquisition and construction of a command and control center for the Capitol Police, as well as the development of a Master Plan for the Capitol Complex.
10. **Smithsonian Institution Facilities Assessment.** The Subcommittee intends to conduct extensive oversight into the acquisition, construction and use of local and remote museums as well as the research and storage facilities of the Institution. As a part of this activity, the Subcommittee has already initiated a GAO audit of the use of federal funds. A report summarizing this audit is due to the Subcommittee in the summer of 2005.
11. **Economic Development Administration (EDA).** Last year Congress authorized EDA for an additional four years. As part of its ongoing oversight of EDA's programs, the Subcommittee will carefully review how EDA is using its new authorities, including how funding decisions are made, and how recent budgetary decisions are impacting the efficacy of the Agency.

12. **Appalachian Regional Commission.** Last authorized in 2002, the Appalachian Regional Commission (ARC) will be due for reauthorization in calendar year 2006. In preparation for the reauthorization process, the Subcommittee will be closely examining the activities of the ARC including how it is meeting the needs of distressed counties, how it uses new and innovative ways to promote economic development, and its track record of success since its last reauthorization.
13. **Other Regional Economic Development Authorities.** The Subcommittee will continue to closely examine the activities of the other established development authorities, the Denali Commission, Delta Regional Authority, and Northern Great Plains Regional Authority.
14. **Emergency Management.** The Subcommittee will undertake a comprehensive review and assessment of the Nation's ability to prevent, prepare for, mitigate, respond to, and recover from disasters and emergencies of all types including terrorism. In particular, the Subcommittee will investigate changes to the federal government's organization, activities, and capabilities since FEMA was incorporated into the Department of Homeland Security.
15. **Federal Response to Disasters.** The Subcommittee intends to closely examine how the federal government has responded to recent disasters, including the hurricanes that struck Florida during 2004. Included in this review will be an examination of how assistance is provided and to whom, what measures were taken in advance of the hurricanes, and how DHS is continuing to help the affected areas with their long-term recovery.
16. **John F. Kennedy Center for the Performing Arts.** The John F. Kennedy Center for the Performing Arts was reauthorized during the 108<sup>th</sup> Congress for an additional four years. As a part of its ongoing oversight of the Kennedy Center's programs, the Subcommittee will regularly review the construction, alteration, and modernization activities of the Kennedy Center that are conducted using federal funds.

#### **Subcommittee on Highways and Transit**

1. **Highway Trust Fund Viability.** In the 108<sup>th</sup> Congress, the Committee included a provision in the Transportation Equity Act: A Legacy for Users, which creates a commission to study the long-term viability of the Highway Trust Fund (HTF). Similar language is included in the reauthorization bill in the 109<sup>th</sup> Congress, H.R. 3. This commission, dubbed the National Commission on Future Revenue Sources to Support the Highway Trust Fund, will examine ways to extend the life of the HTF. The Subcommittee will monitor the progress of this commission through the 109<sup>th</sup> Congress and beyond to ensure that the Congress is kept up-to-date on all possible options for future Federal transportation infrastructure financing.

2. **DOT Reorganization.** The Subcommittee will oversee the implementation of the Norman Y. Mineta Special Programs Reorganization Act (PL 108-426). The Act reorganizes the current Research and Special Programs Administration (RSPA) into two new administrations: The Research and Innovative Technology Administration (RITA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA). The Subcommittee will provide advice and oversight to the Department of Transportation as the new agencies are created to ensure adherence to Congressional intent.
3. **Pipeline Safety.** The Pipeline Safety Act of 2002, which authorizes interstate pipeline safety programs, expires through September 30, 2006. The Subcommittee will hold hearings on the implementation of these programs at the newly formed Pipeline and Hazardous Materials Safety Administration, in preparation for reauthorization of the program in the 109<sup>th</sup> Congress.
4. **Surface Transportation Security.** The Subcommittee will continue to oversee the security of the transportation of all surface transportation modes.
5. **New Regulations Implementing Reauthorization.** The Subcommittee will closely monitor the Department of Transportation's promulgation of new and amended rules and guidance to implement policy changes made in the pending reauthorization bill.
6. **Particulate Matter.** New Federal standards take effect in June 2005 governing the levels of particulate matter in the air that will cause an area to be in noncompliance with the Clean Air Act. The Subcommittee will focus on how these new standards affect the distribution of CMAQ funds among states and local jurisdictions, transportation planning, and project construction.
7. **Hours of Service.** On January 4, 2003, a rule published by the FMCSA went into effect, changing the hours-of-service (HOS) requirements and limitations for all interstate motor carriers. In July 2004, this rule was vacated by a Federal Court, which cited that it did not take driver health issues into account as required by law. The Surface Transportation Extension Act, Part IV (PL 108-280) includes a provision that states that the new rules shall remain in effect until the earlier of (1) the effective date of a new final rule addressing the issues raised by the court's decision; or (2) September 30, 2005. On January 24, 2005, the FMCSA initiated a new rulemaking process by requesting comments on the health impacts of the 2003 revision to the HOS rules on the drivers of commercial motor vehicles. The Subcommittee will maintain close oversight of the rulemaking process as it has done in the past.
8. **Innovative Technologies.** The Subcommittee will hold hearings to provide oversight on the development and demonstration of new transportation technologies that improve efficiency and safety, including technologies that provide direct vehicle/roadway interaction.

9. **Transportation's Role in the Economy.** The Subcommittee will explore the role of transportation in the national and global economy. Oversight will be conducted on how to make intermodal connections more effective and ways to improve the efficiency of freight movements.
10. **Driver's License Security.** The Subcommittee will continue to oversee the extent to which the procedures employed by states in issuing driver's licenses are secure, and sufficient to avoid criminal acquisition of a license. This oversight will include an examination of potential challenges associated with an integrated national driver's license system.
11. **Commercial Driver's License (CDL).** The Department of Transportation requires all employers of commercial motor vehicle drivers to conduct background employment and driving record checks on each employee they intend to hire. In addition, the USA PATRIOT Act requires the DOT to conduct criminal background checks of all individuals who are applying for a hazardous materials endorsement for their CDL. The Subcommittee will conduct oversight on possible conflicts with other non-DOT agencies.
12. **Coordination of Human Services Transportation.** The Subcommittee will provide oversight and will work with relevant Education and Workforce subcommittees to improve the coordination of public transportation services provided by agencies receiving grants from the Federal Transit Administration with human services transportation provided by agencies receiving grants from agencies at the Departments of Health and Human Services, Labor, and Education.
13. **International Trends in Transportation.** The Subcommittee will explore international trends in transportation, including infrastructure financing mechanisms, innovative engineering and construction techniques, and other lessons that can be learned from transportation management in other countries.
14. **Traffic Fatalities and Injuries.** The Subcommittee will monitor the National Highway Traffic Safety Administration's (NHTSA) efforts to reduce the rate and number of traffic fatalities and injuries, including efforts to increase seat belt use and curb alcohol-impaired driving.

#### **Subcommittee on Railroads**

1. **DOT Fiscal Year 2006 and 2007 Budgets.** The Subcommittee will review and evaluate the Fiscal Year 2006 and Fiscal Year 2007 budget proposals for the Federal Railroad Administration, Amtrak, the Surface Transportation Board, the Railroad Retirement Board, and the National Mediation Board.

2. **Reauthorization of the Surface Transportation Board.** The Surface Transportation Board (STB) was established on January 1, 1996, by the Interstate Commerce Commission Termination Act of 1995 (P.L. 105-88) to administer the residual functions of the Interstate Commerce Commission. The STB is an independent, three-member agency administratively affiliated with the Department of Transportation. The STB administers the remaining economic regulation of railroads (including rates, inter-carrier access, and mergers) in place after the deregulation embodied in the Staggers Rail Act of 1980. In preparation for the reauthorization of the STB, the Subcommittee will conduct oversight to examine the functioning of the Board and its relationship to the Department of Transportation (including DOT's obligation to provide administrative support to the STB). The initial authorization expired at the end of FY 1998.
3. **Reauthorization of the Federal Railroad Administration's Safety Program.** The authorization for the federal railroad safety laws expired at the end of FY 1998. In preparation for reauthorizing the FRA safety programs, the Subcommittee will conduct oversight on FRA's enforcement and rulemaking activities, as well as the various safety laws that govern railroad operations.
4. **Reauthorization of Amtrak.** The Amtrak Reform and Accountability Act of 1997 fundamentally altered the statutory status of Amtrak, a corporation, by freeing Amtrak from a variety of detailed statutory restrictions governing the company's route system, capital structure, labor relations, and corporate governance. At the same time, the 1997 statute established a 5-year "glidepath" of gradually declining federal operating subsidies, ending with the statutory requirement that Amtrak be completely free of federal operating grant funds at the expiration of the authorization in late 2002. That requirement was not met. The Subcommittee, in coordination with the Full Committee's oversight activities, will be examining various aspects of Amtrak's performance in the context of the 1997 statute, with a view to reauthorization.

#### **Subcommittee on Water Resources and Environment**

1. **Environmental Protection Agency (EPA) -- Clean Water Act and Water Infrastructure Programs.** The Subcommittee may conduct oversight of wastewater treatment and water pollution control funding issues, including levels and sources of funding and management of grant and loan programs; and wastewater infrastructure and security needs. The Subcommittee may conduct oversight of regulatory and non-regulatory approaches to water pollution control, including watershed, market, and performance-based approaches to regulation; issues involving water quality standards; total maximum daily loads; effluent limitations; and permitting. The Subcommittee also may continue its oversight of monitoring and data, as well as efforts to improve the management of combined and sanitary sewer overflows, stormwater, and nonpoint source pollution.

2. **Army Corps of Engineers (Corps) Water Resources Program.** The Subcommittee may review efforts to improve the efficiency and effectiveness of the organization and the management and mission of the civil works program of the Army Corps of Engineers, including the selection, planning, and implementation of water resources projects; financing of harbor and inland waterways infrastructure. The Subcommittee also may review the agency's regulatory programs, including those pertaining to wetlands and dredging activities.
3. **EPA -- CERCLA/Superfund and Brownfields.** The Subcommittee may review efforts to improve the efficiency, effectiveness, and fairness of the contaminated site cleanup process and the process of assessing natural resources damages. Oversight may include a review of the liability, financing, funding levels, and settlement mechanisms and procedures of the current Superfund program, including implementation of the Small Business Liability Protection Act; a review of the role of the States in conducting and financing cleanups; a review of the relationships among the States, EPA, and other Federal entities in implementing the Superfund program; and a review of ongoing Federal, State, and local efforts to revitalize "brownfields," including implementation of the Brownfields Revitalization and Environmental Restoration Act.
4. **Corps, EPA, and Other Regional Water and Ecosystem Restoration Issues.** Oversight by the Subcommittee may include a review of regional and local projects, issues, and controversies involving water quality; water supply; water resources conservation, development, management, and policy; environmental protection; and flood control.
5. **Coast Guard/EPA/Corps National Invasive Species Act.** In cooperation with the Subcommittee on Coast Guard and Maritime Transportation, the Subcommittee may review efforts by various agencies to implement the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990, as amended by the National Invasive Species Act of 1996, the effectiveness of those efforts, and the need for further action to control invasions of nonindigenous aquatic species through ballast water.
6. **Tennessee Valley Authority (TVA).** Oversight may include a review of TVA programs, including its energy program and operations in the current and in a less regulated marketplace, TVA's management structure, and the impact of TVA debt.
7. **Saint Lawrence Seaway Development Corporation (SLSDC).** Oversight may include a review of the efficiency and effectiveness of the SLSDC's current operations and structure, possible improvements in the operation of the Seaway, addressing national security and the economy, and the relation of the SLSDC to the St. Lawrence Seaway Management Corporation, its Canadian counterpart.
8. **EPA and Coast Guard Oil Pollution Act (OPA).** Oversight may include a review, in cooperation with the Subcommittee on Coast Guard and Maritime Transportation, of the oil spill response, planning, and liability provisions under

OPA and the Clean Water Act, and enforcement activities and effectiveness under the oil spill prevention and response laws.

9. **Corps/EPA/National Oceanic Atmospheric Administration (NOAA) Ocean and Coastal Programs and Policies.** Oversight efforts may include a review of dredged material management and disposal under the Ocean Dumping Act, Water Resources Development Acts, and the Clean Water Act. Oversight efforts also may include various ocean and coastal water quality and shoreline protection issues under the Clean Water Act, Coastal Zone Management Act, Coastal Zone Act Reauthorization Amendments, and Water Resources Development Acts.
10. **Natural Resources Conservation Service (NRCS) Small Watershed Program.** Oversight may include a review of the Small Watershed Program, authorized under P.L. 83-566, and conducted by the U.S. Department of Agriculture's NRCS, including its relation to other conservation, environmental restoration, and flood control efforts.
11. **Agency Performance and Results, Agency Innovation, and Ensuring Against Duplicative Programs.** The Subcommittee's oversight effort may include a review of agency programs, performance, and results, including agency efforts to implement the Government Performance and Results Act. Oversight efforts also may include efforts of agencies, such as EPA and the Corps, to improve environmental results by encouraging regulatory innovation, such as market-based, watershed-based, and performance-based approaches undertaken by State and local governments; and a review of agency programs with a view toward ensuring against duplication of such programs.